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At present the commerce of the Upper Nile is transported by water as far as Gondokoro, and ceases a few miles above it.

If this branch of the Great Nile be navigable southward from the Makedo or Apuddo Cataracts, down the Albert Lake to its southern end, a distance of 400 miles, and if the Rusizi River be a continuation of it, at the same level, as at present appears, it may extend this navigable part of the Upper Nile for 340 miles further, to the head of the Tanganyika Lake, and to within a few miles of the great African capital of the Cazembe, one of the chief ivory marts, and also near to Kitanga or Kitata, the copper mart.

We should have thus an additional 750 or 800 miles of water-carriage for that commerce which ought to be the best pioneer of civilisation in these otherwise unapproachable regions. A few vessels of shallow draught, impelled by steam or sail, would intercept the whole of the traffic which is now carried on with the greatest vigour between the vast and entirely unknown west, and the infamous slave-depôts on the shores of the Indian Ocean.

As is well known, the chief article of the export trade, ivory, would be nearly worthless in the interior without selling as a slave the porter who brings it to the coast. By diverting this double traffic to the northward, to the Egyptian posts at Gondokoro or elsewhere, we, as a nation, could have very much more influence in repressing the trade in the human portion of it than is now possible at the well-known ports of Mombas, Ibo, Quiloa, and many other notorious places.

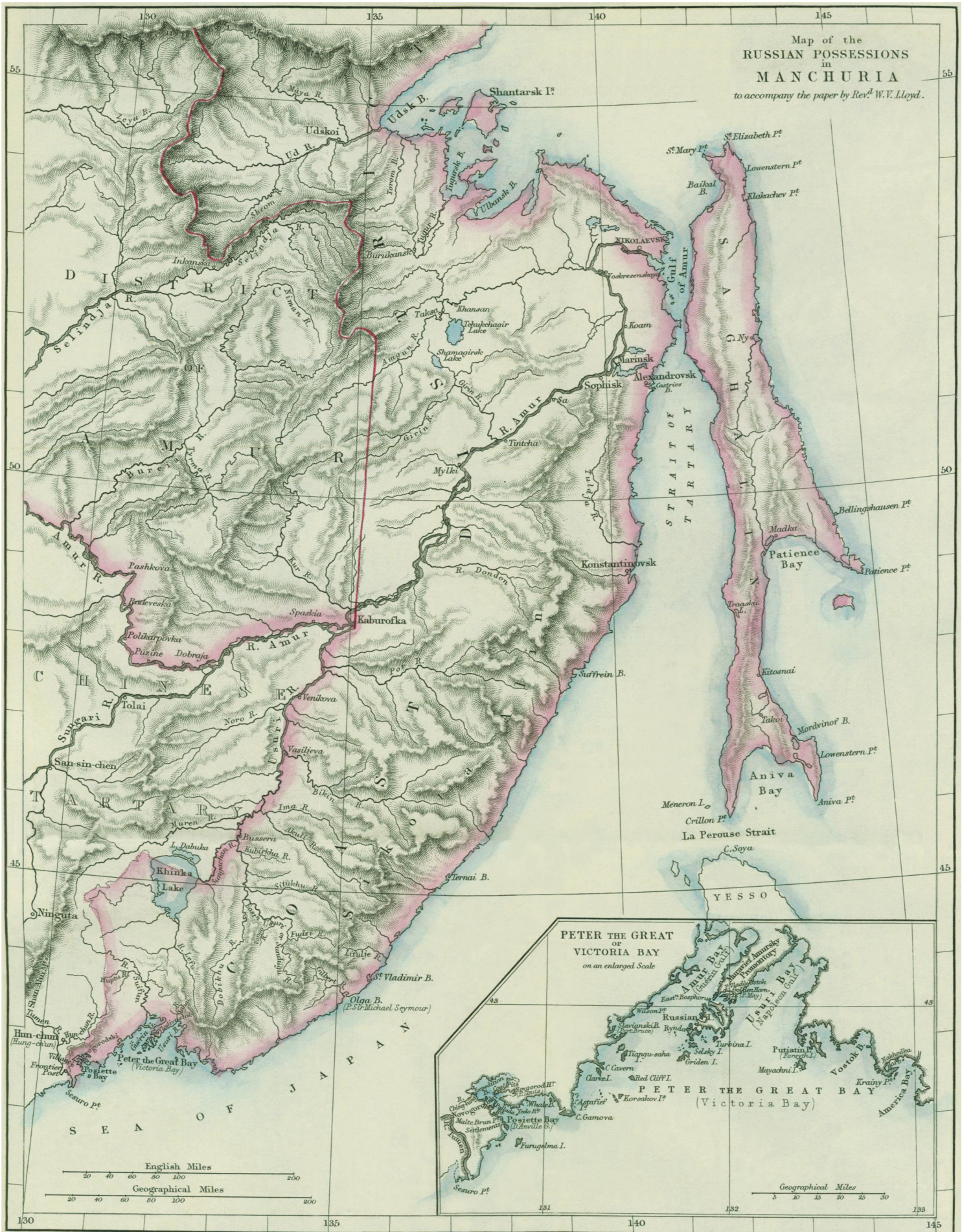
If by further exploration it could be determined that such a line of navigation is practicable, and which would be transverse to that now carried on, commercial enterprise, in some form, might soon be established there. This would cut off the slave trade from between the western countries and the coast.

XI.—*Notes on the Russian Harbours on the Coast of Manchuria.*

By Rev. W. V. LLOYD, R.N., F.R.G.S.

(Read, June 24, 1867.)

ON the 20th of July, 1866, H.M.S. *Seylla*, Captain Courtenay, left Nagasaki, Japan, with orders to visit the different Russian settlements on the east coast of Manchuria, from the southern boundary of their late acquisition of Chinese territory, the "Tu-men" River, to Castries Bay, along the west coast of Sakhalin to the seemingly unsettled boundary (on the 48° parallel of latitude) between them and the Japanese: also the ports of the



Map of the
RUSSIAN POSSESSIONS
in
MANCHURIA

to accompany the paper by Rev. W.V. Lloyd.

PETER THE GREAT
OR
VICTORIA BAY
on an enlarged Scale

PETER THE GREAT BAY
(Victoria Bay)

latter on the west coast of Sakhalin below the above parallel of latitude, and in Aniwa Bay.

We left Nagasaki Harbour in a perfect torrent of rain, with a head-wind and sea, under steam; and we were compelled by the thickness of the weather to pass outside the "Goto" Islands. The weather continued thick, with heavy rain, until we reached the latitude of Chosan Harbour in Corea, at the northern exit of the west Corea strait. This harbour was discovered by Broughton in October, 1797. The regular inhabitants number between 6000 and 8000, and occupy four villages at the head of the harbour; but during the fishing season, in autumn, all Corea seems to crowd to the coast in pursuit of the "ribbon" fish. The natives enjoy the reputation of being noisy, dirty, and dexterous thieves, given to them by those who but casually have visited this part of the coast. Upon the female portion of the community seems to devolve the rice cultivation. Either by a treaty right or permission of the Japanese, they resort during the summer months to the island of Tsu-sima, where good wood for ship-building abounds, to build their junks, which, with the exception of a few iron clamps, are wood-fastened, and of unseasoned timber. This part of the coast of Corea is destitute of wood for this purpose.

At Chosan Harbour a colony of about 300 Japanese military men has been established since the time of Taiko-sama; and from all we could learn this seems to be the only result of the latter's conquest or temporary occupation of the south-eastern coast of Corea. No one seems to have heard or seen anything of a Japanese in the neighbourhood of the Tu-men River, or northern portion of the country. The families of these "Jaconin" are left behind on the opposite island of Tsu-sima. The Coreans give a somewhat different account of the nature of this Japanese settlement at Chosan. They admit that they are tributary to the Emperor of China, and that the annual embassy to the court of Peking are the bearers of the coveted treasures of ginseng and sables, but they stoutly deny a similar relation to the Government of Japan. They, moreover, insist that the Japanese are tributary to their Emperor at Wang-ching (in Corean Séoul, *i.e.*, ching or court), the capital, and that the latter Prince appoints an ambassador to the court of Yeddo on the accession of a new Tycoon. Taiko-sama's boasted conquest is by them construed into a disastrous defeat, the result of which is that, as an evidence or assurance of future pacific relations, hostages to the above number of Japanese are bound by treaty to a perpetual residence at Chosan, where they are as closely watched and restricted in commerce as were the Dutch formerly at Decima.

There evidently exists some doubt as to the position of Wang-ching, Séoul, or King-ki-tao, the capital of Corea. Black's Atlas gives the latter name, which is really that of the province in which it is situated, as the capital, which I believe is rightly placed on the north side of the Han River, which empties itself on the west coast into the Yellow Sea. However, under the heading of Port Lazaref, Oun-gan (Eastern) River, our sailing directions state that Admiral Guérin visited this port in the *Virginie* in 1855; that he found the surrounding country well cultivated and populous, especially at the river's mouth, where there is a large village, believed to be the commercial emporium of Séoul, the capital, which is supposed by the French to be 30 miles inland; a position it is impossible to identify with the "King-ki-tao" of our Atlas. Port Lazaref is in Broughton Bay on the *east* coast of Corea. Tsu-sima is, I expect, the island where the Russians might have been tempted to form a permanent settlement, had it not been for the timely interference of Admiral Hope.

With a fair wind, varying from south-east to south-west, accompanied by occasional heavy fogs up to the 24th, and with fine clear weather on the 25th of July, we anchored opposite the Russian military settlement of *Novogorodski* (Possiette of the Chart), at the entrance of Novogorod Harbour in Expedition Bay. Far away to the south-westward extended the mighty Shan-Alin range of mountains, the cradle of the Manchu conquerors of China, and the home of the present dynasty. The general aspect of the country is a dreary one. As far as the eye could reach in the remote distance there was nothing to meet the view but a succession of hill and dale, green, but devoid of timber; suggestive, however, of the Cheviot Hills and sheep pasturage, or of the west coast of Cornwall and mineral wealth. A Corean hut, surrounded by a rudely-fenced garden, half-a-dozen Tartar ponies, and a couple of cows, might, by diligent observation, be seen here and there, the solitary evidences of a habitable region. Were it not for the dozen log-houses which mark the site of the Russian military settlement, there was nothing to disturb the dream of historic Scythia, and her wild hordes of Tungusian shepherds, roving uncontrolled in search of pasture for their flocks. These few wooden houses, however, mark a great era of change. The khans, the descendants of the great Zingis, no longer rule over this wilderness of verdure. Russia has long coveted, and at last found, on this eastern coast of Manchuria a harbour, where her fleets can pass in and out during the winter season; one perfectly sheltered by surrounding hills, with deep water, an impregnable position, and a good supply of coal. At the base of the northern limit of the Shan-Alin range runs the

Tu-men River, the boundary between Russian Tartary and Corea, as settled by the Russo-Chinese Treaty of the 14th of November, 1860. This southern limit of Russian territory is given in the charts as $4\frac{1}{2}$ miles east of Sisuro Point, lat. $42^{\circ} 18' N$. The distance of this range of hills from Novgorodski we estimated at 30 miles, and that of the Tu-men River running at the base at about 20 miles. It has been surveyed by the *Actæon's* boats 10 miles from its mouth. The neighbourhood of this river and that of its tributaries is considered the most populous of any on the east coast of Chinese Tartary. The Chinese (Manchu) town of Hung Ch'un (Hun-chun), or "Hwan-chun-ching," 25 miles from the mouth of the Tu-men (or Mia-kiang), with a population variously estimated at from 6000 to 10,000 inhabitants, is within a day's ride on a Tartar pony from Novgorodski. It is conveniently situated at the confluence of the Hun-chun River and the Tu-men, 9 miles to the north, or Chinese side, of the treaty boundary line. It is one of the only two Chinese towns bordering on Corea where the restrictive commercial policy of China permits an interchange of commodities between Corea and Chinese Manchuria. A Chinese mandarin of the second class, with about 300 soldiers, maintains order and levies imposts. The Manchûs repair hither from a great distance to carry on trade. By a short-sighted policy the general trade is restricted to half a day once every two years, and some mandarins only enjoy the privilege to trade annually for five days. The Manchûs supply the Koreans with dogs, cats, pipes, leather, stag-horn, copper, horses, mules, and asses, and receive, in return, baskets, kitchen furniture, rice, corn, furs, paper, mats, swine, oxen, and ponies; the latter highly prized for their swiftness. Hung Ch'un is also famous for its trade in *hai-shay*, a marine sea-weed found in the neighbouring sea. On the Russian side of the line a considerable village or town, of a mixed population of Coreans and Manchûs, fugitives probably from the exactions of their respective mandarins, is located on the River Ching-hing (of the charts), which, from its south-westerly direction from the southern side of Expedition Bay, seems to afford a water-communication with the Tu-men on the south or Russian side of the treaty line.

Since the cession of this portion of Manchuria, Russia has taken complete military possession of the coast, as well as of the right bank of the Usuri and Khinka Lake. Drafts of regiments or of sailors are established every 10 miles along the coast, the men of which are diligently employed in making the great military road which is to connect this settlement with the Amur. The number allotted to Novgorodski is 400 of the 4th Regiment, the head-quarters of which are not far distant. The men,

under a captain (who is commandant of the station), were actively engaged in all kinds of manual labour. They work the coal-mines, load and unload the ships, and were erecting a block-house, store, or residence, for a Hamburg merchant, for which the latter was paying smartly. In fact they seem to exercise a close monopoly of the labour market. There is great difficulty in obtaining the assistance of the few scattered Koreans in the immediate neighbourhood, which, when obtained, is of small account, in consequence of their general disinclination to work at anything. The few Manchûs or Chinese are generally engaged in trade. The soldiery are seemingly European Russians, with light hair and powerful frames; in fact, some of the finest men I have ever seen. They are well clothed, and with a supply of rations so far exceeding their daily wants as to enable them to exchange a portion of the latter for drink at the store. The pay is inconsiderable; report says one rouble (3s. 1½d.) a year; but as frequent opportunities of pecuniary remuneration are offered by the stringency of the labour market, of which they are generally permitted to avail themselves, the prudent, industrious man may always have the command of money. A merchant assured me that, as a rule, they were better off than the officers, and that several of them had their 500 or 1000 dollars. From a similar source we drew the information that that service in this section of the Government of Eastern Siberia was more lucrative than honourable; that men under either political or social disqualifications were drafted into regiments serving here. The Lieutenant had seen twenty-five years' service, and the sun under every variety of climate. He stated that telegraphic communication had reached the Amur, and that two or three months would suffice to complete the line to this station.

On inquiring whether foreigners were at liberty to settle here or at the other Russian ports along the coast, and whether there was any commercial tariff established by the Government, we were assured that foreigners were at liberty to settle when and where they liked, that an ukase of the Emperor granted and would facilitate the free exploration of minerals, and that Novgorodski was "a free port." But from official quarters we were informed that the vast extent, centralized system, and multitudinous interests, of this vast empire demanded a gradation of references from the lower powers in Siberia to the higher powers at St. Petersburg before legal grants or rights could be secured: this sadly dims the bright visions of the intending explorer or settler. The diligent observer would find it difficult to discover a single godown or a single ounce of marketable stuff, which was not either Russian or for the use of Russian soldiers. Three ships

were, however, in the harbour awaiting cargoes of edible seaweed, *Bêche-de-mer*, fried fish, ginseng, &c., for the Che-foo market. Chinese supercargoes were said to be in the interior, on the Tu-men, or some of its tributaries, probably making their necessary arrangements, as far away from mandarins as possible, for a supply. The Coreans on the right bank of the Tu-men are equally averse to mandarin exaction, and doubtless afford every facility to the Chinese merchant from the Shantung promontory in supplying cargo, *viâ* the Russian frontier, to the conveniently "free port" of Novogorodski. The exactions of the "Tung-pu-en-men," or Korean gate, near the northern bank of the Ta-lu River, about 15 miles from the Chinese town of Feng-Hwa-ching, opened for trade three times a year with the Coreans, must necessarily tend to throw this trade into the hands of merchants or coasters visiting the ports of Russian Tartary and the east coast of Corea. It is not denied that a great deal of the trade of this coast with the Shantung promontory and Che-foo is contraband.

These remarks are sufficient to show that Novogorodski, apart from other considerations, has a very respectable commercial future. This at present seems secondary to the idea of military occupation. At present the houses of the settlement are either barracks or military store-houses. Lines of communication along the seaboard to the east, and by the Usuri and its tributaries to the west, of the Shan-Alin, or coast-range of Russian Tartary, are being gradually opened and perfected; which will not only bring in necessary supplies to, but a more rigorous supervision over, these out-lying stations.

Russia is perfectly alive to the political, naval, military, and commercial importance of the position of Posiette, or, as it is now called, Novogorodski. The Siberian section of the Imperial Russian Geographical Society has issued its report* from Irkutsk as recently as last year (1865), in which

* The Pekin Correspondent of the 'China Express' gives an interesting extract from this report:—"Posiette, but 20 *versts* from the Korean frontier, is the southernmost gulf of the Russian shore of the Sea of Japan. In it are found what are known now under the names of Pallas Roads, Expedition Bay, and Novogorod Harbour." After which the writer goes on to prove the political, naval, and commercial importance of the gulf.

"I. It borders immediately on Corea, which is independent of China, and on Manchuria, which is virtually independent too. Establishing ourselves here with a firm hold, we practically assert the consolidated possession by Russia of the entire northern shore of the Sea of Japan up to the mouth of the Amoor, ceded already by treaty. Possessing a sufficient force, we might influence Corea, a weak but up to this time inaccessible country, destined in its turn, like other decrepit countries in the East, to yield to Western ideas."

Under the second head the writer goes fully into the advantages of this position from a defensive and aggressive point of view.

"Commercially, it is the only one of our naval stations bordering on a populous

the many advantages of the situation are enlarged upon and duly estimated. It has its future. It is to be the head-quarters of the Manchurian coast. Korsakoff, Governor and Commander-in-Chief of Eastern Siberia, was expected in a few weeks to establish a new order of things, and to give a fresh impetus to Russian progression southwards. The great importance to Russia of this port lies in its being an open harbour nearly all the year round. Last year, or rather winter, there was no ice of sufficient consequence to prevent the ingress and egress of vessels. It is true that it was an exceptional season. Six weeks were stated to be the limit of obstruction by ice in former years to the navigation of the inner harbour. This is an advantage not possessed to the same extent by any other of the many capacious, well-sheltered harbours in the bight of Peter-the-Great, or Victoria Bay; and farther north the harbours are closed to navigation for three, four, and six months. Coal-mines are being worked here: the present demand being small, they are being worked as inexpensively as possible. The only attempt at a labour-saving machine consists of a simple wheel-and-axle apparatus, made of wood, at the mouth of the principal adit and at the head of the shafts, for lifting the water which has accumulated after the late heavy rains. There are three shafts and as many adits; one only seemed to be in working order, opposite to which there was a heap of coal estimated at 100 tons. The depth of this pit was said to be 140 feet. The coal is 3 dollars a ton at the pit's mouth. Our chief engineer pronounced it of a very bituminous character, with a percentage of ash and clinker of 20 per cent; that compared with the Japanese coal at Nagasaki, price 6 dollars, the Novogorodski coal was worth 8 dollars the ton; that it was admirably suited for short voyages, but its free combustion caused so rapid a deposition of soot in the tubes that they soon choked without sweeping; that its use would prove a serious disadvantage and delay on a long steaming voyage. One specimen, analysed by a Russian mineralogist, yielded about 71 per cent. of carbon. This coal will doubtless improve as the mines are farther worked.

district. On one side, 25 versts from Expedition Bay, stands the Chinese town of Hung Ch'un, with a population of about 20,000; then there are the valleys of the river Hung Ch'un and its affluents, which are also thickly peopled with Chinese. On the other side, on the banks of the Tumen, are seen many large Korean villages, whose inhabitants occupy themselves with agricultural pursuits. By making use of the water communication afforded by the Tumen, commercial influence will spread further and further in that direction, as far as the important inner Manchurian towns of Ningut and Kirin, about 250 versts from Hung Ch'un. We of course shall not delay in developing the navigation of the Tumen." He proposes "powerful small steamers drawing 2 feet, primarily for the use of vessels loading, &c., on Expedition Bay, and in case of necessity for the navigation of the Tumen."—(*London and China Express*, May 26, 1866.)

However, we heard that the Russian men-of-war calling here seemed disinclined to use it, if they had a sufficient supply of a better quality to carry them on to their destination. There was a report of exhaustion, and of the difficulties of getting rid of the water; also that Russian men-of-war had entered the port for coal and had not received a sufficient supply to meet their wants; but the general impression is that a better supply of skilled labour and steam-machinery would find all the coal they may need.

To any one capable of appreciating the commercial advantages of the position, the importance of this post cannot be underrated. It seems to possess the peculiar advantage of position and relation to the sea of Japan and the bordering countries which Hongkong holds to the neighbouring provinces of China. It can offer a convenient, free, and secure port, under the protection of a firm, liberal, high-minded Government, under whose ægis, for sound reasons of political economy, if from no higher motive, a refuge may be offered to traders whose business relations otherwise necessarily throw them into the hands of a rapacious set of mandarin officials. The "squeeze" system—tempered and mitigated as it is in China by the neighbourhood of European ports, by foreign consuls, and by intelligent and occasionally high-minded Chinese officials—knows nothing of the horrors and cruel expedients of the system as interpreted by the provincial Manchu mandarins in their dealings with the people and tribes south of the Amur. The recent protection of a Russian garrison at Novgorodski has already induced more than three hundred families of Coreans to establish themselves within the Russian line; and the knowledge that the people are beginning to taste the sweets of Russian rule has caused the Corean officials to resort to extreme measures in the punishment of these new converts to "Western ideas," if afterwards caught on the decrepit side of the boundary line. As there are some very convenient harbours farther south, and as we hear something about small steamers, "drawing two feet of water," for the navigation of such forbidden waters as those of the *Upper* Tu-men, it seems almost worth the while of our rulers to direct an occasional peep to be taken into these snug Corean harbours.

WLADIVOSTOCK, *i. e.* DOMINION OF THE EAST (PORT MAY),
RUSSIAN TARTARY.

On the 28th July we steamed from Novgorodski, which we left at 4 A.M., and arrived at Wladivostock at 4 P.M. of the same day. The general appearance of the country in this neigh-

bourhood differs widely from that of Novgorodski. Here the mountains or hills, from their summits, down their slopes, and the intervening valleys, are pretty well wooded. The loftier and more distant ranges from the sea-coast are much more so than the hills on the immediate coast. Several exceedingly picturesque bays, with the Homeric names of Paris, Diomed, Ulysses, &c., appear to the right and left as you proceed up to the settlement through the "Eastern Bosphorus" strait, or "Golden Horn," which separates Russian Island from the Mouravieff Amurski promontory. Dismissing from the view the hollow-tree canoes, the odd oars with escutcheon-shaped blades, the Manchu or Oroke fishermen, the rest is not unlike that of English park scenery and country gentlemen's seats. The trees are here and there so isolated as to lend this character to the scene. The sportsman would still further in the early autumn, before the snow falls, realise this first impression, when the woods are well stocked with deer, pheasants, and other game. Tigers and bears but too frequently disenchant this quiet sylvan scene and annoy the scattered proprietors of ponies and oxen by occasionally walking off with them. In winter, hunger drives the tiger from his summer haunts in the Likhota-Alin, or coast-range of mountains, into the few settlements along the coast. One of these animals carried off a pony last winter from the end of the commandant's compound. Another carried off two Russian soldiers. A Russian officer told me that he had taken the skin of one, measuring 10 (marine) feet from his nose to the tip of his tail. These are the veritable Bengal species, and I was surprised to find that he was a constant inhabitant of the country up to 51° N. latitude, and that on predatory excursions to the left bank of the Amur, up to 53° N., he feeds upon the reindeer, seals, and the Delphinapterus. The native Tungusian tribes and Gilyaks hold him in great awe and veneration. One of them killed by a tiger is buried on the spot where his remains are found. The tiger also bears a very leading part in the transmigration of souls, as a vehicle of which his impersonation is typified in the half-beast, half-man idols of "Golde," "Gilyak," and "Oroke" superstitious worship. A Russian officer told me that he had disturbed a very large one making a meal off a fallow deer.

Possiette is entirely dependent upon this port for its supply of wood. There being a good supply of the latter for fuel, no coal-beds have as yet been opened here. Coal is, however, to be seen cropping up out of the surface. Near the sea-coast the trees are somewhat stunted in growth; still we saw some very good-sized oaks, elms, walnuts, and maples, some measuring 3 feet in diameter. At the steam saw-mills we saw some

good white pine, of which there must be a good supply further north; but none were seen growing in the neighbourhood. The soil here is of a very generous nature, and dark in colour. A couple of acres under cultivation yielded a good supply of such English vegetables as turnips, carrots, beets, radishes, onions, cabbages, &c., as well as the coarser kinds of the former for stall-feeding purposes during the winter season. The minimum temperature is, at intervals during the months of January, February, and March, 15° Fahr. to 20° Fahr., during which months the harbour is closed up by ice, and sleighs pass over from one side to the other. Periodical thaws during these months, and that of April, effectually stop communication. As far as the intentions of the Russian Government are concerned, there is every disposition to be liberal to settlers. Land of excellent quality, and not so heavily timbered as to preclude the possibility, where there is a limited supply of labour, of clearing a sufficient quantity for arable and meadow land is freely given. Their own settlers are said to be well fed, clothed, and provided with seed, stock, and necessary implements for two years, with Government officers on the spot to locate and direct, by a necessary superior intelligence, the natural obtusity of the Russian peasant. With the exception of seven foreign merchants, the settlement may be said to be purely military, or composed of soldiers and sailors. The latter are well cared for. They get their 3 lbs. of rye-flour a day and a good supply of leather for their long boots and working gloves. To show that they have an abundant supply, it is not unusual for them to barter their surplus leather and flour for drink. Inebriety seems to be the besetting infirmity of these people. Alcohol is produced from anything containing sugar or starch. As long as it is strong, they do not trouble themselves about quality. The rest of the population is made up of convict or runaway Chinamen and a few Koreans, who are represented as lazy and useless as labourers. They are said to prefer drink to a money payment. They are distinguishable from the other settlers by their small piercing dark eyes and regular features. Their style of head-dress is remarkable,—a tuft of hair standing erect, like a horn, in a line with the forehead and at right-angles to the top of the head. It is a mode of wearing the hair the very opposite to that adopted by the Japanese: the latter shaves the front of the forehead and down the centre of the head, leaving a tuft at the *back* of the head, which he bandolines and fastens into a flat position on the top of the head; but the Korean shaves the back of his head down the centre of the head to the forehead, leaving a tuft erect on the *front* of the head.

Compared with Novogorodski (Possiette), Wladivostock (Port

May) may be said to be flourishing. The houses are more numerous, and, although still built of logs, are more substantial, roomy, and approaching the "genteel residence." The hotel is capacious, but mal-administration in the supply of the table, descending to common necessities, has left it untenanted and in a state of hopefulness for better days. It has its church and "Papa" of the Greek Church.

The harbour is capacious, free from obstructions, of convenient depth of water, and perfectly protected by surrounding hills gently sloping down to the water's edge, and affording a good natural drainage for any future town springing up on the site of the settlement. The general impression, or perhaps the wish of the few merchants here, is that although Novgorodski, from its better strategical position and comparative freedom from ice in winter, may be selected as the head-quarters of the east coast, Wladivostock must be the commercial port. Without adopting this opinion, it may be said that it has an abundance of wood for building purposes and winter fuel, which to poor settlers in a rigorous climate is an important consideration, and an advantage which it possesses over Novgorodski, which has scarcely a tree. It is also nearer the great centre of communication (the Khinka Lake and Usuri River) with the Russian provinces on the Amur. This lake empties itself by the Sungachan at the confluence of the latter with the Dobikhu, or eastern branch of the Usuri, into the latter river, by which there is steam communication with the Amur to Kabarofka. The nearest practicable route from Wladivostock to the point where steam communication commences is 300 versts, or 200 miles. The river Suifun, at the head of Guérin Gulf, a distance of about 15 to 20 miles from Wladivostock, ascends and is navigable for good-sized boats to within 40 miles of the Lefu River, which latter empties itself into the Khinka Lake. The Ma-hai River, at the head of Usuri (Napoleon) Bay—which, by a land-carriage between it and the Dobikhu, connects with the Usuri—is not considered so practicable as the route by the Suifun, in consequence of the shallowness and rapidity of the Dobikhu. A Russian engineer (*ingénieur des mines*) officer informed me that the neighbourhood of Khinka Lake was rich in minerals. Gold, silver, platinum, lead, and coal were to be found there. The Manchûs frequently bring small parcels of gold of fine quality to this settlement for sale, but they overrate the market value of the precious metal too much to enable the merchants to purchase much of it. Fine prairie lands are said to lie by the lake and beyond the mountains, where some Swiss emigrants propose settling when satisfactory arrangements can be made with the Russian Government.

The topographical engineer of the district, who took passage

with us to Nakhodka Harbour, informed us that he had accomplished the journey to Kabarofka, at the mouth of the Usuri, in ten days. Subjoined are some interesting particulars of his journey from Nicholayevsk to St. Petersburg, on a leave of six months only, to visit his family. He left Nicholayevsk by a steamer, drawing 4 feet, for Aigun. Thence by a steamer, drawing 2 feet, to the Shelka River, to Nerchensk or Streytinsk, where his journey by steamer ceased. Thence he journeyed by the Lake Baikal to Irkutsk, where he awaited good sleighing. Thence by road and rail to St. Petersburg. The cost of the journey there and back was about 1000 rubles, or 160*l.* sterling. Having limited means, he exercised strict economy. There are pecuniary advantages, it appears connected with service on the Amur and east coast of Manchuria. He mentioned double pay. Service for ten years secures a pension in rubles, amounting to about 120*l.* per annum, which is doubled for every further ten years' service. Starting from Nicholayevsk in September, the journey can be accomplished to Irkutsk in one month, and from the latter place to St. Petersburg in twenty-five days. This is of course by continuous travelling, say in round numbers a distance of 8000 miles.

Chita, a town on the Ingoda, in the spring of the year may be considered the head of the navigation of the Amur. It is 2260 miles from Nikolayevsk. At other seasons it stops 250 miles short of Chita, at Streytinsk, which is 730 miles from Irkutsk. The steamer ascends in thirty days and descends in twenty days. Those who have a fancy for a boat journey, it seems, can ascend to the head of navigation in one hundred days and descend in fifty. Telegraphic communication is established between St. Petersburg, through Kabarofka to Nicholayevsk. From Kabarofka the line is in such a state of completion, that it may be expected to reach Novgorodski in two or three months. These progressive changes are due to the enlightened policy and quick sagacity of General Mouravieff, the late Governor-General and Commander-in-Chief of Eastern Siberia. For his wonderful success in carrying out the encroaching policy of Russia on the Amur, and its important tributary the Usuri, and his stealthy but rapid acquisition of the seaboard to the Tu-men, he has well deserved the gratitude of his country. By a peaceful triumph of the pen and a high order of diplomatic intelligence, he has well earned the recognition of his Emperor, in his title of Count Amurski, his membership of the Council of State, his grand cross of the order of St. Vladimir, and his pension of 10,000 rubles (1600*l.*).

A notice of Wladivostock would be very imperfect without a passing reference to its neighbouring lines of communication

viâ the Suifun River in Guérin Gulf, the head-waters of the Usuri, and Khinka Lake, with the interior of Russian and Chinese Manchuria. The *Esmerod*, a large-sized Russian gunboat, recently arrived at Hakodaté, after a visit, with the Governor-General of Eastern Siberia, to the southern ports recently visited by the *Scylla*. She had left the Governor-General at Wladivostock. His intention was to return to Nicolayevsk *viâ* the Suifun, Lefu, Lake Khinka, and the Sungachan or western branch of the Usuri. This selection of Wladivostock as his port of debarkation, combined with the information I have received from Russian officers who have travelled over and assisted in the survey of this route, unmistakably mark it as that of the southern ports best suited for inland communication. The Usuri is next to the Sungari, in Chinese Manchuria, the most considerable tributary which the Amur receives from the south. The exploration by the Russians of this important river first took place in 1858, as a preliminary step to the occupation. Lieutenant Veniukof, its explorer, ascended it nearly to its source, and then crossed the coast range, coming up the Gulf of Tartary, a little north of Port Wladimir. A more exact survey of the whole region, extending between the Usuri and the sea, and south to the frontiers of Corea, was made in 1859, in pursuance of Art. 9 (on definition of boundaries) of the Treaty of Tientsin (13th June, 1858, ratified at St. Petersburg 10th September, ratifications exchanged 24th April, 1859). Colonel Budogorsky directed this surveying expedition, which worked in three sections, each composed of an officer and nine assistants. A map, showing the results of these surveys, has been published by the Russian Topographical office.

Usultsof determined seven astronomical positions east of the Usuri. The Cossack officer, Dareyitairof, explored the Suifun, and its tributary, the Huptu; and Captain Gamof, of the Topographical corps, especially detached on that service from St. Petersburg, furnished nine astronomical positions along the Amur and twenty along the Usuri and its tributaries up to Lake Khinka. He also ascertained barometrically the altitude of several mountains, and made a valuable collection of plants and animals.

The sources of the Usuri are in 44° N. latitude, and the development of the river, from its origin to its mouth, is 497 miles. But, to follow the route of General Korsakof: we ascend the navigable portion of the Suifun, we reach the coast range or Likhota-Alin of the Chinese. This range may be considered an offshoot of the Shan-Alin mountains in the south. The crest of the range varies in distance from 25 to 80 miles from the coast. The eastern slope drains into the Gulf of Tartary and

the Japanese Sea; the western into the Usuri. The rivers entering the sea have but a short course, and are navigable only near the mouth. These mountains attain an elevation of from 4000 to 6000 feet. The southern passes are the only ones of real importance, the others being too long and difficult. A portage intervenes between the navigable portion of the Suifun and that of the Lefu. Descending the latter, which has now or is shortly to have a small steamer plying upon it, we arrive at Lake Khinka. This lake extends between $44^{\circ} 36'$ and 45° N. latitude, and is about 60 miles long by 40 wide. The north-east and north-west shores of the lake are level, and swampy tracts extend at the mouth of the rivulets which enter it, and of which the Lefu is the largest. The lake abounds in fish. Its oddest fish is the "Ilum-yu," unknown in Europe. We are indebted for a knowledge of its existence to the Roman Catholic missionary, De la Brunière, slaughtered by the Gilyacks on his arrival at the mouth of the Amur. He tells us that he has seen them of 1000 lbs., and had heard of others weighing from 1800 to 2000 lbs. "White, tender, and entirely cartilaginous, with the exception of three small bones on the neck; it has lips formed like those of a shark, the upper protruding much over the lower. Like the shark, it turns itself to seize its prey or bite the hook, and, like it, swims slowly and clumsily. The cartilage and bones are the most esteemed portion of the fish, and sell at Lansin (on the 'Sungari') for one and a half taels of silver per lb. The mandarins annually lay in a supply for the Emperor's table."

The mountains near the lake are rich in game. About ten villages are dispersed along the shore, and among the inhabitants are five Goldi families, the southernmost representatives of this tribe. A sandy strip of low land separates Khinka Lake from the smaller Dabuka Lake, lying within the same basin. Roads lead hence to Ninguta, Girin, Hung-Ch'un, and to a town (unknown to my topographical friend, Colonel Budichtchef) called Furden, on the Suifun. M. Butzow, his Imperial Russian Majesty's Consul and Diplomatic Agent at Hakodaté, was on Mouravieff's staff; and one of a party that accompanied Admiral Kazakavick to Lake Khinka in the small steamer *Mecanie*, 15-horse-power. She was built at Nicolayevsk, the machinery having been made at Petrovsk, on the west slope of the Yablo-nai mountains. She had run aground in the Usuri in the previous year. It was on the occasion of meeting the Chinese Boundary Commissioners by appointment at Lake Khinka on the 30th May, 1861. She numbered amongst her passengers Colonel Budogorski and his forty-five Cossacks. The whole

course of the Usuri and the shores of Lake Khinka have ever since been occupied by Cossack stations.

The eastern branch of the Usuri (or Sundugu) being hemmed in by mountains on both banks, and having a very rapid course, does not present equal facilities for steam communication. A tributary of this branch, the Dobikhu, is remarkable on account of gold being found along its course. The Chinese obtain gold here, which they smuggle into and sell in China and Corea, unknown to the mandarins at Hung Ch'un, the frontier town. In addition to the ordinary jealousy shown by the Pekin Government at any attempt to explore for precious metals, they have the absurd idea that it is indecorous to disturb the earth upon which were born the celebrated ancestors of the reigning dynasty. The fact, however, that the Chinese find the gold in the river, and not in mines, would, it is to be feared, be a vain plea should they once entrust their golden acquisitions to the rapacious scrutiny of the Chinese Custom-house officials at Hung-Ch'un. Below the "Vongo," another eastern tributary, the mountains disappear on the left and approach the right of the Sungachun. After the "Muren" joins the latter the river becomes very tortuous. Though it is not very wide it carries a large body of water, and, flowing in one bed, offers no obstacles to navigation. The formation of small inlets and creeks is peculiar to this part of the river. The average breadth of the Usuri is here 230 yards, at times only 160; but the depth from the low-water level is from 7 to 9 feet. The country between the Sungachan and Kubur-Khan is, in most cases, well adapted for settlements. Low hills are scattered over the plain, and in the neighbourhood of the Kubur-Khan high hills approach close to the banks of the Usuri. They are wooded with oak, and would well repay gardening and agriculture. In the forests vines and walnuts abound. Conifers have not as yet been met with. Up to this point or section of the Upper Usuri, of which Wladivostock may be called the natural outlet or port seaward, the agricultural prospects of settlers are somewhat encouraging. There are, however, two very important drawbacks, viz., scarcity of population to supply labour, severity and duration of the winter season. Veniukof, the Russian explorer, and others, give us 1400 as an estimate of the whole population on the Usuri, of whom about 400 are on the left bank or China side of the river. The vast tract extending between the Usuri and the sea-coast, from Castries Bay, on the north, to the frontier of Corea, is very thinly populated, and it is only in the south, where there are several Chinese settlements, that the population is compara-

tively numerous. A fair estimate of the population of the whole coast region may be set down at 2500.

The severity of the winter season on the Upper Usuri, although a great, is not an insuperable obstacle to agricultural pursuits. The same, or but slightly ameliorated, climatic conditions afford profitable results to our agricultural settlers in the British North-American possessions. The flattering aspect of the summer vegetation we beheld on the neighbouring coast must not, however, lead us to ignore the abnegation and endurance necessary to the winter resident in these latitudes. Mr. Maximowicz has made some meteorological observations on the Upper Usuri, at Bussera, 6 miles below the Sungachan, of which the following is a *resumé*:—

“In the sun it thawed from the middle of March, and the snow disappeared in many parts; but only on the 20th of that month did the minimum thermometer rise above freezing point in the shade. During the nights severe frosts occurred until the 12th of April. The river opened on the 15th of April, and the last frost observed during the night occurred on the 9th of May. On the other hand, the temperature at noon was occasionally very high. On the 30th March, for instance, 56° Fahr.; on the 17th April, 74°; and on the 13th May, above 80° in the shade. The last snow fell on the 4th of May, the first rain on the 28th of April.”

The present defences of Wladivostock comprise a detachment of 300 to 400 soldiers, 30 or 40 sailors, and 10 field-pieces, with the necessary horses. From each of the stations soldiers are detached, during the summer months, for work on the roads and the telegraph line. Sea-going canoes drawn up on the beach represented the commercial aspirations of the port. They had recently deposited their store of “Comboo,” seaweed of a brown rusty colour, about seven feet long, and done up in compact bundles; also of “bêche-de-mer,” strung on sticks. These were to form part of the cargo of the *Alexandria* (a schooner that we had left behind us in the outer harbour of Possiette), doing a quiet trade between the Shantung promontory and this coast.

NAKHODKA.

On Monday, the 30th July, it was our intention to have left Wladivostock (Port May) at daylight, but one of the dense fogs, which during the summer months seriously interfere with the navigation of the coast of Tartary, prevented our leaving at the hour we had proposed. At about twelve o'clock, however, the fog lifted, and enabled us, with little farther interruption, to anchor for the night off the west side of the island of Putiatin (Forsyth). This island, in one of the many beautiful bays which indent this part of the coast, forms with the latter

a crescent-shaped or semi-circular harbour, where deep water and the protection of hills gave us every possible security. At daybreak of the 31st we steamed out and reached Nakhodka Bay, a distance of about 30 miles, at about 10:30 A.M. Here we landed our Russian fellow traveller, M. Budichtchef, a topographical engineer officer in the Russian service, who was returning to his duties here after a short absence at Wladivostock, where he had been to consult the regimental surgeon. His solitary block-house was seen at the head of the bay,—the only sign, with the exception of a Chinese Manchu fishing-hut, of human habitation. The situation, or rather that of its immediate neighbourhood, was worthy of a higher effort of human art. Nature in her happiest moments could scarcely have conceived a fairer creation of scenic beauty, and seems in this beautiful harbour to have suggested the idea, or modelled the plan of the artistic park-scenery of our best landscape gardeners. Chiswicks and Blenheims, in all but ducal wealth, architectural effect, and historic association, seemed scattered broadcast over the diversified scene of hill and dale around. Not “the horn of the hunter,” but the matchlock of the Tartar was heard in the glen in chase of the deer; a hind-quarter of one of which, full of flavour and tenderness, lent an extra charm to our visit. To a sportsman it is easy to suppose that time might be pleasantly occupied here. The four Russian soldiers, the hut companions of our friend the topographer, have spent three years here, and are so pre-possessed with the place that they have sought an extension of residence. Our friend, speaking of his soldier companions, mentioned as a singular mark of good fortune that only one of the three was “*ivrogne*.” What the future of such a scene may be, must depend upon the resources which the vast Government of Russia may be able to apply to its colonisation. With settlers, the opportunities of an accession of agricultural and mineral wealth are undoubtedly great, but in the absence of labour one can but hope and admire. The half-dozen Manchûs, or vagrant Chinese, the lords of the untold acres of pasture and wood land around, have an abundance of fish and game to satisfy their necessary wants. Our dollars failed to secure some eggs, fowl, venison, dried fish, &c., that a boat brought off to the ship. Our already well supplied larder, enabled us, however, to dispense with them. We were rather amused to find the native intelligence fully alive to the commercial interchangeable value of the ubiquitous dollar, and the Shanghai market quotations for sea-weed, *bêche-de-mer*, dried fish, etc. Itinerant Chinese traders periodically visit the place for the purchase of the latter commodities, or their exchange for native luxuries and wants.

It is strange that with cows, and an abundance of milk, in a decidedly pastoral country like Eastern Siberia, butter should not be made in the province. The Russian peasant's ignorance of the profitable treatment of cattle, and his general unwillingness to depart from the rude and wretched makeshifts of his forefathers, thus deprive his countrymen of one of their most coveted luxuries.

It may be important to remember that the harbour of Nakhodka is frozen over for six weeks, and that the golden visions of July must not be expected to be realised throughout the year.

OLGA BAY (PORT SIR M. SEYMOUR).

On Saturday, the 4th of August, we steamed to the outer harbour of Olga Bay, after spending four days under sail on our passage from Nakhodka Harbour, a distance of about 120 miles.

This is another of the many beautiful harbours that fringe the coast of Russian Manchuria. It is formed of an outer and inner, or as it is called the "careening" harbour, within which lies the settlement. The outer harbour is said to be open throughout the year. It is open to the southward, but is otherwise sheltered by a circle of gently sloping hills, thinly wooded with oaks, maples, birch, ash, aspens, and occasional willows, which, compared with the forest-trees of the more southern harbours, bear a stunted appearance, hereby indicating an increased severity of the climate. The minimum thermometer gives -20° Fahr., whereas at Wladivostock it is -10° Fahr., and at Possiette -5° Fahr., according to local accounts. The inner or careening harbour is perfectly landlocked; and as it receives from its head the contents of a small river, is closed by the ice for four months. The hull of one solitary brig was the only outward indication of commerce. At the landing-place is a wooden jetty. At the land end are a couple of block-house stores, some scales and weights. A ragged sailor, with a rusty musket and bayonet, made a very unmilitary attempt at a salute as we landed. The guard here is limited to thirteen sailors; and the commandant expressed his regret that the want of a boat and boat's crew prevented his returning our official call of the morning.

The station of Olga Bay does not evince the slightest military proclivity. It is true that there is a commandant, a naval lieutenant, a second lieutenant, and a doctor, in whose hands, it is presumed, lies the administration of Russian rule; but in reality they merely constitute a superintendence over a colony of 300 emigrants, peaceful, unimaginative Finnish or Lappish

peasants, their wives, and children. The *Mangur*, the transport that brought them to their future home, was at Shanghai in December, 1863. The colony is therefore a young one. They are located in four small villages, at the respective distances of 1, 4, 7, and 10 versts from the bay. No. 1 we visited, and we have everything to say in commendation of the fostering care of the paternal government of Russia, and of its desire to settle its newly acquired territory in eastern Manchuria. I think that it has already been remarked that the Government supplies the emigrant with house, land, food, clothing, cattle, seed, farming utensils, and last, but not least, with religious teaching and medical treatment. These substantial provisions are made for the first two years; and, should unforeseen circumstances disappoint the aim of liberal intention, the emigrant is not permitted to want the necessities of life. A broad roadway was lined with twenty substantially-built log-houses, with attached roofs and glass windows. Comely matrons, in the costume of the Baltic shores, flaxen-haired children—the wonder, and perhaps envy, of the dusky little Tungusians around them—ran out to the doors, or peeped through the windows as we passed by. Cows of superior breed, fat-tailed sheep, pigs, horses, poultry, surrounded their dwellings. Small garden-plots, surrounded by a protecting fence of cleft ash, birch, or oak, were remarkable for their red and white poppies, beds of sweet peas in blossom. Good potatoes, lettuces, and ordinary English vegetables seemed to thrive very well. The situation seemed admirably selected, on the gently sloping incline to the river at the head of the bay. In fact, the enterprising settler has little to mar his prospects of success, but such as are incidental to a long winter, and no more of this than the Lower Canadian farmer has to contend with. Instead of dense forest and the labours of the woodman's axe before settlements can be cropped, we have here open plains and sparsely wooded slopes, so thinly wooded that no man could lie there under the ordinary spring sun and mid-day temperature of this latitude. About fifty or sixty acres of arable land, totally disproportionate to the industrial capabilities and wants of the number of settlers, were indifferently cropped with rye, barley, or bearded wheat, oats, buck-wheat, and potatoes. On primeval soil, decidedly rich, better results might be expected; but the Russian farmer appears a slow creature, and devoid of industry. Old customs, drunken bouts, primitive ideas, clumsy inefficient implements, and the weeds of a rank soil stop the way of all agricultural improvement. We visited a Chinese farm, or fenced enclosure of about a dozen acres, with similar, but certainly better cultivated, crops. These wonderful, ubiquitous Chinese may not govern, but they contrive to possess anything

worth having in the country of their conquerors. The Manchûs may govern China; but the Chinese own Manchuria, and the thorough-bred Manchu, the ancient lord of the soil, has been successfully cozened out of his patrimony. There remain but his rank and privileges of birthright, declined by the practical Chinaman, which consist in serving the Emperor either within the fortified cities of the empire, or amidst the eight banners beyond the Great Wall. A nomadic Manchu Tartar horde, south of the Amur, would be an ethnological prize.

Purchases were made of sheep at nine dollars apiece, fowls three for a dollar; eggs and milk seemed abundant.

Communication with the Usuri is not an easy matter at Olga Bay. The commandant mentioned Boussera, six miles below Lake Khinka, on the Sungachan, as the nearest convenient point on the Usuri. The journey hence takes 20 days. The Gilbert river affords 70 versts (46 miles) of water communication in canoes, but horseback is considered preferable.

Our country walk along the so-called military road, pleasant enough in July or August, must be a veritable "slough of despond" for the involuntary traveller after the spring-thaws of March and April. The road is certainly cleared of trees, and has a certain direction and breadth assigned it by our friend the topographical engineer; but Nature alone attends to the contingencies of repair. What her laws forbid her to do in road-repairs at spring time, her bounty makes up for in advanced summer. The fields here are one blooming surface of wild flowers of many varieties and hue. The air is laden with the perfumes of the wild clematis and wild rose. Though the eye be gladdened by the most brilliant colouring, still the general aspect of Olga Bay is, even at this, its most favourable season, saddening. Denied its military, and only hopeful of its commercial character, we are forced to accord it the condition or status given by a Frenchman to his own commercial settlement under military supervision, Saigon, as a port "waiting for de commerce."

XII.—*On a Communication between India and China by the Line of the Burhampooter and Yang-tsze.* By General SIR ARTHUR COTTON, R.E.

Read, June 24, 1867.

THE subject of a communication between our provinces in Burmah and the south-western part of China, which has been talked of for many years, has lately again been the subject of correspondence between the India Office and the Government